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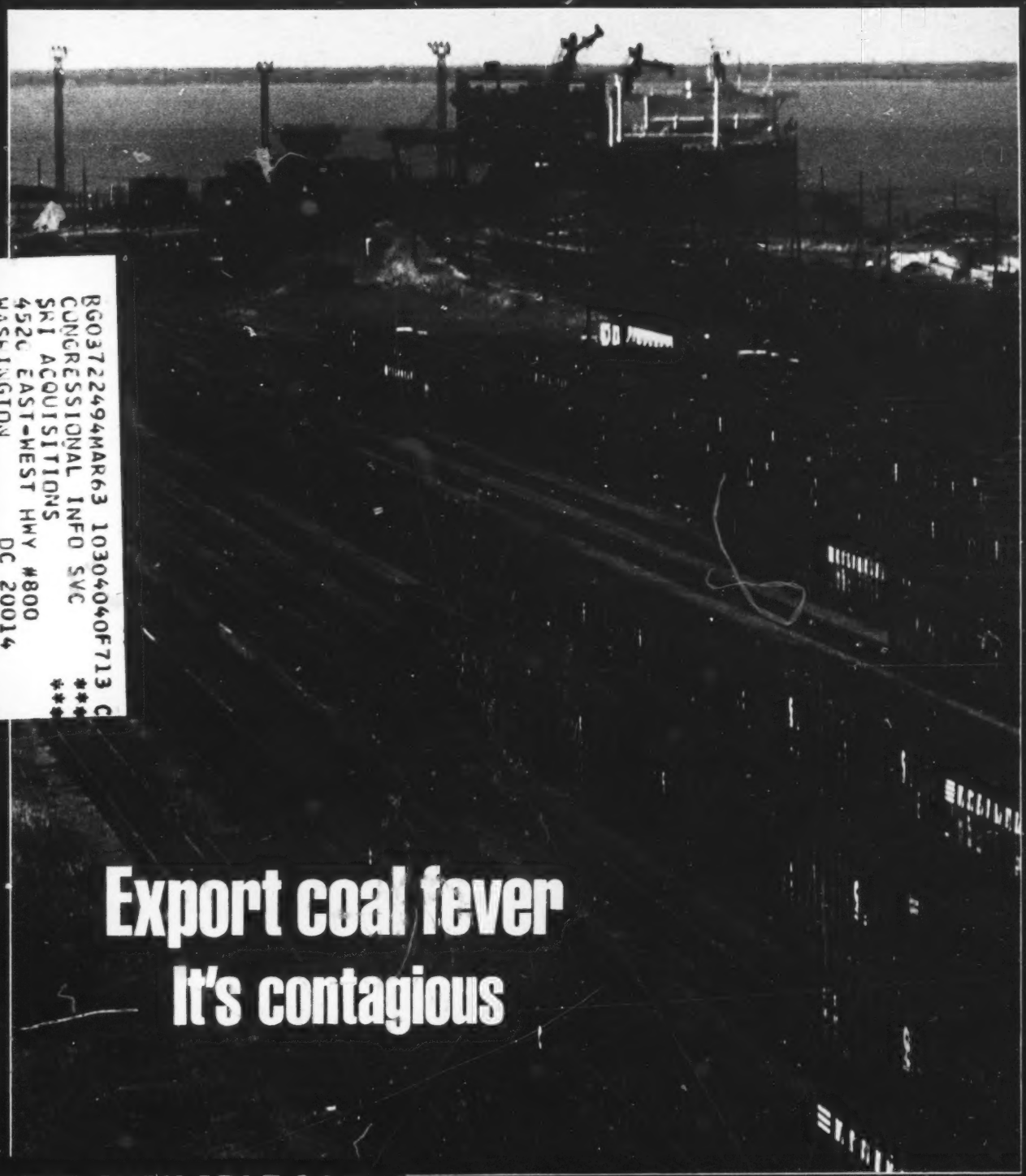

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Export coal fever
It's contagious

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RAILWAY AGE

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Inside

LUTHER S. MILLER

REAGAN PRO AND REAGAN CON

President Reagan's efforts to repeal two or three decades of the 20th century are enjoying widespread public support. Everybody wants to go back to the good old days of zero inflation and mind-your-own business. Well, nearly everybody. The fact is that while people don't mind seeing someone else's ox gored, they are jealously protective of their own. We are, perhaps, no exception. While we applaud the government's determination to hack away at subsidies that give the freight railroads' competitors an unfair (and unearned) advantage, we are less happy with the dictum that henceforth public transit must be a pay-as-you-ride operation. But there is, we believe, no real inconsistency here.

It has not been demonstrated that a healthy freight transportation system requires that certain carriers be permitted to swill from the public trough, as the highway and waterway carriers have done for so many years. (We will claim a temporary exception for Conrail, since so many of Conrail's problems can be traced to the inequities of subsidized highway competition.)

It has, on the other hand, been amply demonstrated that public transportation in large cities cannot pay for itself and still provide the levels of service required to keep people out of their automobiles. There is little argument to be found anywhere these days, except at the Reagan White House, that transit is an *essential* service, much like a fire department or a sewage system, some of whose costs must be borne by all for the common good. That is not the way it ought to be, but that is the way it is; to pretend that it is otherwise could have far-reaching consequences. The Regional Plan Association of New York, New Jersey and Connecticut estimates that eliminating federal operating subsidies for transit could send 900 million transit riders back to their autos—and that, in turn, could have the effect of increasing our purchases of overseas crude oil by as much as $650 million a year (see p. 25).

"Very disturbing" is what APTA Executive Director Jack Gilstrap calls the administration's get-tough-with-transit program. "It's very possible," he adds, "that when the new people begin to study the problems we'll see a more realistic view."

It is even possible that a restudy will suggest less-sensitive areas where cuts can be made—for example, the $1-billion-plus four-mile highway for New York City that remains in the budget. It is that kind of political aberration that takes some of the gloss from the shining armor of those knights at the OMB.

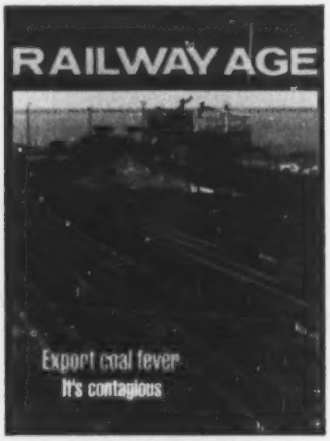
EXPORT COAL—AND THE IRONY OF IT ALL

It is always a pleasure to record the news that railroads are winning new freight traffic; we do so in this issue in our cover story on the export coal boom (p. 26). But there is an ironic twist to this story that we hope is not lost on Washington. As Chessie's Jerry Golbrecht puts it: "We are hauling solid trainloads of steam coal right past American power plants that are still burning that expensive imported oil, with those trains on their way to ports where the coal will be dumped into ships bound for overseas utility plants." Rigid and often unrealistic environmental restrictions are, of course, responsible for this paradox. Making it possible for our trains to haul some of our coal to our own utilities ought to be a priority item for the new administration.

RAILWAY AGE

March 9, 1981

FEATURES



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24 The Reagan budget: A mixed bag for rail interests
Conrail, branch lines, Amtrak, and rail transit all face big cuts in federal support; but a proposal to increase waterway user charges, if enacted, would mean achievement of a long-standing goal for freight railroads.

26 Export coal fever: It's contagious
Europe and Japan are providing hungry markets for U.S. coal, both steam and metallurgical, and ports on four coasts are gearing up to meet the demand. But there is some question as to just how big the boom will turn out to be.

32 New M/W technology evolves at Pueblo
Eight of 23 projected m/w experiments have now been completed on the FAST track, and a survey by *Railway Age* shows that a number of suppliers have taken advantage of the early findings to make improvements in their products.

42 Bailey West: Computer control from crest to coupling
Movement of cars into the bowl is controlled by an integrated real-time Process Control Sysem (PCS); the PCS computer communicates with UP's Terminal Information Systems, which maintains car inventory and status data.

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COVER: A busy day at Chessie's Newport News, Va., export coal facility.

A RAILWAY AGE SERVICE PAGE

REVENUES AND EXPENSES OF RAILWAYS

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Third quarter figures of calendar year 1980

(Dollar figures are stated in thouands: i.e., with last three digits omitted)

		Operating revenues				Operating expenses: Way & structures			Operating expenses: Equipment					Operating Ratio		Income after fixed charges		Net Ry. operating income	Net income	
		Freight	Other	Total 1980	Total 1979	Total 1980	Total 1979	Deprec.	Total 1980	Total 1979	Deprec.	Total 1980	Total 1979	1980	1979	1980	1979		1980	1979
Amtrak	3 mos.	–	275,206	275,206*	254,832*	31,694	18,282	6,015	96,548	79,910	13,896	325,700	270,942	118.34	106.32	(57,192)	(25,061)	(50,483)	(57,192)	(25,061)
	9 mos.	–	809,986	809,986*	735,497*	64,283	51,540	7,352	262,575	209,574	39,796	875,717	750,377	108.11	102.02	(88,521)	(39,977)	(65,729)	(88,521)	(39,977)
Atchison, Topeka & Santa Fe	3 mos.	559,793	10,603	570,396	483,935	92,359	83,833	3,321	116,521	107,611	20,254	501,132	450,777	87.9	93.1	64,629	29,780	54,268	49,380	23,688
	9 mos.	1,577,289	34,779	1,612,068	1,350,065	270,989	232,800	9,680	345,589	293,813	58,778	1,477,501	1,234,387	91.7	91.4	118,778	107,467	–	91,964	84,947
Baltimore & Ohio	3 mos.	212,691	7,191	219,882	226,479	53,240	49,610	1,714	45,792	50,274	6,948	216,719	219,098	98.6	96.7	(2,079)	9,209	–	(2,597)	10,448
	9 mos.	666,234	25,111	691,346	678,915	138,947	122,380	5,105	156,085	160,495	20,649	660,134	638,307	95.5	94.0	21,236	39,401	30,961	20,143	35,034
Bessemer & Lake Erie	3 mos.	28,121	3,252	31,374	37,650	2,952	4,193	676	3,211	5,746	1,265	17,075	22,557	54.42	59.91	560	604	7,102	7,243	8,349
	9 mos.	74,445	8,836	83,281	89,712	11,188	9,916	2,042	12,483	16,120	3,616	57,153	59,451	68.62	66.26	1,678	1,902	12,584	14,991	16,471
Boston & Maine	3 mos.	26,764	1,916	28,680	27,094	6,094	5,491	272	7,418	8,260	361	28,727	28,852	100.16	106.48	592	(892)	13,285	(1,740)	(3,675)
	9 mos.	79,929	5,777	85,706	80,641	16,306	15,393	823	21,992	23,119	1,567	85,222	81,707	99.43	101.32	2,128	586	663	(5,727)	22,422
Burlington Northern	3 mos.	756,364	23,438	779,802	643,117	174,073	163,393	5,348	163,732	147,415	17,122	729,932	646,610	93.60	100.54	60,538	10,833	29,262	39,919	16,424
	9 mos.	2,081,439	69,366	2,150,805	1,758,325	418,957	370,836	15,826	459,236	407,881	49,921	1,988,519	1,687,717	92.45	95.98	197,270	110,281	122,969	157,911	125,443
Chesapeake & Ohio	3 mos.	216,572	12,337	228,909	203,646	44,116	38,359	1,480	40,015	44,083	3,565	201,470	189,502	88.0	93.0	23,414	29,543	–	13,185	22,333
	9 mos.	658,948	34,515	693,464	586,370	125,122	102,777	4,404	141,456	134,920	10,531	612,275	549,024	88.3	93.6	106,608	80,537	52,098	77,349	69,517
Chicago & North Western	3 mos.	221,260	22,682	243,943	196,865	53,129	42,001	1,033	63,013	51,728	3,722	237,183	196,103	97.22	99.61	1,245	(5,103)	7,970	1,208	(4,689)
	9 mos.	608,397	67,000	675,397	537,536	141,070	115,599	2,852	174,068	157,100	12,767	668,865	565,080	99.03	105.12	(7,967)	(43,107)	8,902	(8,077)	(41,867)
Chicago, Milwaukee, St. Paul & Pac.	3 mos.	79,526	12,474	92,001	118,735	47,765	31,177	543	27,193	39,950	4,747	136,674	147,160	148.6	123.9	(46,101)	(24,343)	(45,447)	(50,642)	(24,343)
	9 mos.	246,330	38,054	284,384	329,161	199,235	75,173	1,957	105,502	130,925	14,394	504,630	424,657	177.4	129.0	(145,825)	(83,396)	(221,370)	(171,014)	(83,396)
Clinchfield	3 mos.	22,566	325	22,891	16,575	3,819	3,018	108	3,161	2,646	924	15,958	12,535	69.7	75.6	4	(9)	7,451	–	–
	9 mos.	65,222	948	66,170	46,926	11,184	10,111	322	9,842	9,401	2,767	47,326	39,736	71.5	84.7	9	162	–	–	–
Colorado & Southern	3 mos.	32,080	610	32,691	22,543	11,901	9,648	61	7,768	5,288	710	35,695	28,758	109.19	127.56	702	(2,380)	(2,448)	1,259	(1,298)
	9 mos.	91,381	4,294	93,386	63,530	22,599	18,525	178	21,499	15,109	2,131	92,145	68,066	98.67	107.13	13,797	6,526	2,913	15,469	8,789
Conrail	3 mos.	728,210	164,058	892,268	937,120	216,610	241,303	3,023	257,292	277,828	24,388	1,030,419	1,097,589	115.48	117.12	(148,407)	(161,530)	(137,015)	(147,411)	(161,173)
	9 mos.	2,322,135	482,601	2,804,736	2,790,557	575,060	638,663	9,343	808,394	831,359	69,437	3,129,410	3,162,218	111.57	113.31	(342,993)	(366,416)	(321,927)	(340,682)	(365,180)
Delaware & Hudson	3 mos.	25,945	2,069	28,014	26,122	6,795	4,533	154	7,820	8,735	374	30,605	28,663	109.2	109.7	(3,316)	(3,310)	(2,534)	(3,316)	(3,310)
	9 mos.	83,554	3,109	86,662	73,759	15,996	12,811	461	25,193	24,430	1,116	89,857	79,484	103.7	107.8	(5,223)	(7,524)	–	(5,223)	(7,524)
Denver & Rio Grande Western	3 mos.	70,068	2,260	72,328	65,255	11,970	12,400	614	10,701	9,881	2,912	59,347	56,836	82.05	87.09	11,742	8,107	8,219	6,945	6,058
	9 mos.	203,201	5,210	208,411	189,753	35,232	35,663	1,818	32,310	29,850	8,572	177,696	160,135	85.26	84.39	26,761	29,834	20,806	16,748	19,993
Detroit, Toledo & Ironton	3 mos.	14,238	793	15,030	19,379	3,201	3,658	177	5,610	6,489	468	18,870	21,334	125.5	110.1	(3,794)	(1,900)	(3,828)	(3,794)	(1,900)
	9 mos.	50,836	2,821	53,657	63,443	8,612	10,248	525	17,423	17,896	1,406	58,284	60,347	108.6	95.1	(4,989)	2,972	(4,374)	(4,771)	2,972
Duluth, Missabe & Iron Range	3 mos.	26,028	1,412	27,440	32,083	6,252	7,707	825	3,161	2,890	691	19,624	21,375	71.51	66.62	8,488	11,388	3,775	4,382	5,949
	9 mos.	69,442	3,296	72,737	74,350	19,263	18,483	2,717	6,378	8,511	2,061	55,311	57,081	76.04	76.77	20,036	18,585	8,014	10,527	9,190
Elgin, Joliet & Eastern	3 mos.	13,310	8,071	21,381	34,897	3,318	4,253	184	2,368	5,762	1,790	20,263	28,214	94.8	80.9	2,716	8,069	44,948	1,643	4,261
	9 mos.	50,856	31,610	82,465	111,564	10,713	11,977	545	11,628	18,120	3,885	72,800	85,002	88.3	76.2	15,930	30,283	2,528	8,794	16,091
Florida East Coast	3 mos.	22,550	680	23,231	18,708	5,070	4,434	249	4,709	2,994	1,034	18,340	15,539	78.9	83.1	7,951	4,132	8,580	5,114	2,788
	9 mos.	67,007	2,109	69,116	56,116	14,195	12,430	702	11,943	8,005	3,044	52,750	44,394	79.1	79.1	22,185	36,541	–	14,400	25,583
Ft. Worth & Denver	3 mos.	34,111	1,240	35,351	23,717	5,873	3,930	76	9,213	4,641	132	30,552	19,848	86.42	83.68	5,411	4,102	3,216	3,828	3,390
	9 mos.	99,502	2,818	102,321	66,913	16,235	9,516	215	25,349	15,681	396	86,231	54,296	84.27	81.14	16,397	12,917	10,479	10,786	10,638
Grand Trunk Western	3 mos.	38,932	2,267	41,199	50,636	9,011	8,651	419	9,587	12,373	1,365	48,555	54,045	117.9	106.7	(8,189)	(3,200)	(6,050)	(6,887)	(3,200)
	9 mos.	131,810	9,438	141,248	159,616	21,897	21,856	1,246	32,298	43,076	4,032	148,355	159,529	105.0	99.9	(7,396)	1,241	(4,176)	(4,471)	1,241

Illinois Central Gulf	3 mos.	209,115	21,643	230,758	212,194	53,368	47,753	1,741	69,200	60,833	7,486	250,395	228,607	108.5	107.7	(20,461)	(21,129)	(17,547)	(18,945)	(19,925)
	9 mos.	653,062	60,887	713,949	611,462	140,412	122,393	5,081	197,523	176,553	21,709	730,366	643,734	102.3	105.3	(31,590)	(28,647)	–	(29,629)	(28,284)
Kansas City Southern	3 mos.	65,204	4,513	69,717	55,854	14,531	10,204	620	15,779	13,610	3,573	61,025	50,481	87.5	90.3	7,964	5,033	6,241	5,480	3,646
	9 mos.	190,657	12,640	203,297	158,499	38,099	30,598	1,784	47,680	37,025	10,263	177,356	141,662	87.2	89.4	24,621	15,941	–	17,749	12,672
Long Island	3 mos.	4,351	79,073	83,424	77,413	19,392	16,002	849	21,203	17,965	1,356	94,013	82,623	112.7	106.7	(10,821)	(5,502)	(9,499)	(10,821)	(5,502)
	9 mos.	14,901	245,859	260,760	223,543	56,053	54,033	2,547	58,418	53,407	3,993	276,954	244,295	106.2	109.3	(16,954)	(21,555)	–	(16,954)	(21,555)
Louisville & Nashville	3 mos.	253,930	6,709	260,639	242,029	45,685	43,965	1,530	57,003	58,199	9,805	242,567	230,566	93.1	95.3	11,792	2,101	17,674	10,318	14,040
	9 mos.	764,751	20,604	785,354	706342	132,830	122,909	4,579	183,625	182,942	28,641	740,500	676,670	94.3	95.8	29,035	1,382	–	26,310	12,014
Missouri-Kansas-Texas	3 mos.	51,170	2,436	53,606	42,510	10,230	6,898	234	15,455	11,683	744	52,509	40,678	98.0	95.7	(298)	1,542	1,246	(298)	2,542
	9 mos.	148,640	7,969	156,609	117,607	25,346	22,335	702	46,031	33,740	2,127	149,434	117,211	95.4	99.6	2,097	(3,010)	–	2,597	2,175
Missouri Pacific	3 mos.	404,805	13,216	418,021	356,300	68,650	54,250	2,436	91,654	80,614	15,971	368,378	317,607	88.12	89.14	38,969	28,569	39,358	26,165	19,669
	9 mos.	1,195,052	37,879	1,232,931	1,036,202	179,759	165,183	7,300	276,400	236,607	45,665	1,077,351	908,507	87.38	87.67	129,994	104,857	122,670	89,814	72,967
Norfolk & Western	3 mos.	359,222	12,454	371,676	359,707	68,518	63,238	3,329	69,424	63,974	13,263	302,508	291,947	81.4	81.2	75,261	73,301	38,714	43,589	39,877
	9 mos.	1,102,378	37,971	1,140,350	1,057,370	190,823	163,791	9,909	211,204	189,838	39,932	912,450	837,462	80.0	79.2	250,981	233,200	–	150,973	141,454
Pittsburgh & Lake Erie	3 mos.	18,874	1,022	19,896	22,012	3,738	2,900	24,208	2,800	(198)	312	17,715	13,327	89.03	60.54	(924)	7,168	2,129	(993)	4,558
	9 mos.	57,612	3,769	61,381	57,235	9,824	8,424	62,765	5,338	4,596	1,273	48,209	43,118	78.54	75.33	3,572	12,090	12,095	2,468	8,287
St. Louis-San Francisco	3 mos.	121,459£	3,627	125,086	108,355	20,691	18,676	988	28,047	23,187	3,521	113,133	102,328	90.4	94.4	8,652	3,131	8,959	5,294	2,499
	9 mos.	367,843	11,433	379,277	320,613	62,253	55,074	2,740	85,117	71,274	10,562	341,750	296,995	90.1	92.6	28,456	13,340	–	20,299	10,469
St Louis Southwestern	3 mos.	76,472	1,990	78,462	62,924	13,964	10,162	362	14,677	9,275	6,186	69,805	54,725	88.96	86.97	6,437	7,571	7,400	5,180	7,165
	9 mos.	215,791	3,218	219,009	193,134	36,263	31,021	1,072	37,541	30,729	18,418	195,853	160,083	89.42	82.88	18,833	34,647	18,327	14,000	32,742
Seaboard Coast Line	3 mos.	289,764	10,927	297,691	253,669	46,234	43,253	2,232	66,595	60,636	9,063	262,425	238,039	88.2	93.8	51,469	27,919	31,995	48,116	31,042
	9 mos.	869,371	30,501	899,871	758,908	144,992	130,651	6,630	208,146	179,563	26,357	811,067	690,237	90.1	91.0	138,109	84,797	–	130,153	88,637
Soo Line	3 mos.	77,464	1,781	79,245	75,315	18,510	16,347	324	13,346	13,693	2,073	66,401	62,830	83.8	83.4	12,173	12,161	24,914	8,860	7,719
	9 mos.	225,678	4,885	230,563	203,732	46,827	39,971	966	43,751	42,300	6,068	195,654	179,103	84.9	87.9	34,785	24,829	–	24,004	15,548
Southern	3 mos.	385,716	10,357	396,073	367,151	71,598	64,491	4,470	70,939	65,796	18,305	333,758	300,937	84.26	81.96	54,635	61,436	45,295	36,231	40,713
	9 mos.	1,177,755	30,349	1,208,103	1,071,026	204,956	195,580	14,247	218,087	195,788	53,857	991,278	871,491	82.05	81.36	200,026	175,494	157,385	136,787	127,307
Southern Pacific	3 mos.	502,558	17,317	519,875	491,447	70,911	74,665	4,822	128,630	140,254	21,642	500,903	505,150	96.35	102.78	19,223	(14,292)	17,547	17,513	(12,436)
	9 mos.	1,471,177	47,286	1,518,463	1,429,708	196,581	213,335	14,491	394,642	391,602	61,601	1,497,032	1,387,751	98.58	97.06	13,502	51,653	20,939	12,143	47,572
Union Pacific	3 mos.	501,972	7,432	509,404	428,632	71,031	76,462	2,795	92,108	75,124	23,700	422,171	386,918	82.9	90.3	73,807	30,118	161,518	57,559	22,105
	9 mos.	1,444,862	23,756	1,468,618	1,268,523	228,518	213,439	8,181	280,826	232,399	69,729	1,267,627	1,094,193	86.3	86.3	163,698	144,472	–	124,072	103,255
Western Maryland	3 mos.	23,294	763	24,056	19,025	6,122	3,584	164	2,982	86	1,604	22,141	12,975	92.0	68.2	1,624	6,046	5,320	1,379	3,633
	9 mos.	65,708	2,871	68,579	56,612	15,926	9,928	487	9,327	6,055	4,043	60,219	43,762	87.8	77.3	9,292	13,076	–	6,228	8,770
Western Pacific	3 mos.	49,850	652	50,502	44,431	6,764	5,742	89	10,229	11,355	1,652	46,204	44,623	91.5	100.4	4,527	690	1,262	3,797	564
	9 mos.	134,214	1,971	136,185	–	17,870	–	263	31,795	–	5,033	134,389	–	98.7	–	3,664	–	–	2,982	–

* Includes subsidies

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Robert D. Bartley, Regional Rgr.
Glen A. Schlueter
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Pittsburgh, Pa. 15237
3232 Babcock Boulevard
(412) 931-8552
Ronald M. Giallonardo,
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Atlanta, GA 30328
210 Glencourtney Drive, N.E.
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P.O. Box 25045
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Market

CARLOADINGS

Loadings of revenue freight in the week ended Feb. 14 totaled 416,647 cars, according to the Association of American Railroads. This was a decrease of 27,082 cars, or 6.1%, compared with the corresponding week last year. Ton-miles generated by carloadings in the week ended Feb. 14 are estimated at 17.2 billion, a decrease of 1.6% below the corresponding week of 1980.

REVENUE FREIGHTCARLOADINGS

Commodity	Feb. 14 week	Feb. 7 week
Grain	28,873	35,422
Farm products	3,561	3,736
Metallic ores	23,292	24,765
Coal	113,925	111,080
Crushed stone, gravel & sand	10,064	10,382
Nonmetallic minerals	12,647	13,477
Grain mill products	16,363	16,077
Food and kindred products	16,344	16,958
Primary forest products	17,824	18,625
Lumber & wood products (except furniture)	8,223	8,406
Pulp, paper & allied products	19,631	20,445
Chemicals & allied products	27,992	27,095
Petroleum products	5,625	5,100
Stone, clay & glass products	12,734	13,123
Coke	6,703	6,489
Metals & products	15,846	16,331
Motor vehicles & equipment	14,833	16,218
Waste & scrap materials	12,144	12,159
Forwarder & shipping assn. traffic	9,882	10,514
All other carloads	39,878	40,328
LCL traffic	263	261
Total cars loaded	**416,647**	**427,991**
Cumulative total	1981	1980
7 weeks	**2,894,812**	**3,012,056**
Estimated revenue ton-miles (billions), 7 weeks	**120.6**	**118.9**

PIGGYBACK LOADINGS

U.S. piggyback loadings for the week ended Feb. 7 totaled 32,487 cars (5.1% below the corresponding 1980 week) and 58,789 trailers or containers (down 5.9% from 1980). Cumulative volume for the first 6 weeks of 1981 is 177,936 cars (down 8.6% from 1980) and 321,144 trailers or containers (down 8.5% from 1980).

CANADIAN CARLOADINGS

Canadian railway revenue freight loaded in the seven-day period ended Jan. 31 totaled 5.8 million tons (down 12.2% from 1980). Cars loaded totaled 84,863 (down 16.8% from 1980). Cumulative loadings for 1981 were up to 18.7 million tons (down 1.4% from 1980).

• *Conrail.*—Applied to the FRA for authority to install a traffic control system on one track between Riverside, Mass., and Framingham, 11 miles, in place of the existing automatic block signal system. A companion application seeks relief from the requirement that signals be placed to the right of the track governed.

• *Family Lines.*—Has accepted delivery of 2,500 piggyback trailers from the Trailmobile Division of M.W. Kellogg Co.—the largest single order in Trailmobile's history. The trailers feature prepainted galvanized steel side panels and galvanized steel posts supplied by U.S. Steel.

• *Gulf States Utilities.*—Ordered 605 100-ton, rotary-dump Coalporters from Bethlehem Steel for delivery starting in April 1982. The cars will be used to haul coal from Wyoming to Beaumont, Tex., where Gulf States is headquartered. Bethlehem's lightweight, high-capacity, low center-of-gravity gondola features a double-U floor configuration that adds several tons of load capacity.

• *Kentucky-Ohio Transportation Co.*—Awarded a contract to Strachan & Henshaw, Inc., of Blue Island, Ill., for a Rotaside railcar dumper system that is to be installed at an eastern port. The equipment will automatically index and unload random car trains at a rate of more than 35 cars per hour with the loaded cars always under positive control.

• *Norfolk & Western and Conrail.*—Applied jointly to the FRA for authority to replace a manual interlocking at a crossing at Reddick, Ill, with an automatic interlocking.

• *Washington Metropolitan Area Transit Authority.*—General Railway Signal is the apparent low bidder on a contract for signaling and otherwise equipping a $6.2 million WMATA test track. The 1.5-mile line will eventually feed into a planned line connecting Springfield, Va., with downtown Washington.

• *Locomotive ownership and condition.*—Class I roads owned or leased 28,222 diesel-electric units on Jan. 1, an increase of 285 units over Jan. 1, 1980, according to AAR yearly summary.

	Owned or Leased Jan. 1		Stored Serviceable Jan. 1		Waiting Shops Jan. 1	
	1981	1980	1981	1980	1981	1980
Diesel-electric(units)	28,222	27,937	1,637	443	1,694	1,259
Steam (locomotives)	1	1	1	1	—	—
Electric	79	103	—	—	—	—
Total	**28,302***	**28,041****	**1,638**	**444**	**1,694**	**1,259**

* Includes 85 slug units
** Includes 77 slug units